SAILING DIRECTIONS CORRECTIONS

PUB 160 1 Ed 1998 LAST NM 15/02

Page 11—Line 53/R; insert after:

All Australian port radio stations use VHF channel 67 to supplement VHF channel 16 as a distress, safety, and calling frequency.

(BA NP 286(4)) 21/02

Page 57—Line 3/R; insert after:

Regulations 58

(NIMA) 21/02

Page 58—Line 2/L; insert after:

Regulations

Vessels in transit or stationary within the territorial waters, except when alongside in port, should maintain a continuous listening watch on VHF channel 16 and respond to calls by official vessels and French coast radio stations.

Reporting System (SURNAV)

The SURNAV system is intended to prevent accidental pollution in the territorial water of French Guiana and the waters within 50 miles of the coast of French Guiana. The regulations are mandatory for the following vessels:

1. Vessels carrying the following cargo:
   a. Hydrocarbons, including oil (as specified in Appendix 1 to Annex 1 of MARPOL 73).
   b. Dangerous substances (Class A and Class B to Appendix 2 to Annex 2 of MARPOL 73).
   c. Certain radioactive cargo.
   d. Certain bulk chemical products.
   e. Bulk liquefied gas.
2. Vessels providing assistance to those vessels listed in paragraph 1 above.

The reports are prefixed with SURNAV-FRANCE and should be sent to the Head of Marine in Guyana and the Antilles (CMAG). The reports should be sent through a coast radio station. If the vessel is in a port within French territorial waters, the report should be sent through the relevant port authority.

SURNAV messages are sent, as follows:

Inbound and outbound vessels:

Vessels intending to enter the territorial limits of French Guiana from sea or to depart from a port or anchorage in French Guiana are required to send a message, the details of which are listed in the table below, prefixed SURNAV-FRANCE, followed by INFO COMELEMAR CAYENNE, to the CMAG in Martinique 6 hours in advance.

Inbound and Outbound Vessels	
Designator	**Information required**
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
INDIA	Destination.
JULIETT	1. Date, time UT (GMT), and position of entering territorial waters. 2. Date, time UT(GMT), and place of getting underway.
KILO	1. Date, time UT (GMT), and position of leaving territorial waters. 2. Date and time UT (GMT), of arrival at destination (port, anchorage, waiting position, deballasting position) within territorial waters.
NOVEMBER	Radio watch maintained.
PAPA	Draft.
QUEBEC	Cargo—type (as defined by MARPOL 73) and quantity.
ROMEO	Whether maneuvering capabilities are normal or reduced by damage to the following systems: 1. Propulsion machinery. 2. Control equipment. 3. Anchoring or mooring equipment.
SIERRA	Whether navigational capabilities are normal or reduced by damage to the following systems: 1. Radar. 2. Radio equipment, especially regarding the ability to send SURNAV message or to monitor VHF channel 16. 3. Safety of ballast equipment.

The message should cover the entire time of transit within the territorial waters, even if the vessels leaves and re-enters the territorial waters during the transit. If the message cannot be sent as recommended above, it should be transmitted by any other means possible.

A correction message should be sent to SURNAV-FRANCE if the vessel changes its intentions or if there is a change in its ability to maneuver and navigate.

Accidents:

Any vessel suffering a damage or a defect within 50 miles of the coast of French Guiana should send a message, the details of which are listed in the table below,

prefixed SURNAV-AVAIRES, to the CMAG in Martinique.

Accidents	
Designator	**Information required**
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position.
ECHO	Course.
FOXTROT	Speed.
INDIA	Destination.
JULIETT	Time UT (GMT) and nature of call for assistance or towage.
KILO	Name of assisting vessel, if present. If not present, its ETA UT (GMT).
MIKE	Name and telegraphic address of owner, charterer, and any French consignee.
NOVEMBER	Radio watch maintained.
PAPA	Draft.
QUEBEC	Cargo—type (as defined by MARPOL 73) and quantity.
ROMEO	Nature of damage or development of the situation.
TANGO	Any other information.

This message does not constitute a request for rescue or assistance. If rescue or assistance is required, the vessel should inform the CMAG.

Vessels should report any developments by means of a SURNAV-AVARIES message. A continuous listening watch should be maintained on VHF channel 16. The vessel should respond to any instructions received by the CMAG.

Vessels assisting another vessel:

Any assisting vessel is required, immediately on responding to a call for assistance, to send a message, the details of which are listed in the table below, prefixed SURNAV-AVAIRES, to the CMAG in Martinique.

Assisting Vessels	
Designator	**Information required**
ALFA	Vessel's name, nationality, and call sign.
BRAVO	Date and time UT (GMT), suffixed ZULU (6 figures DD/HH/MM).
CHARLIE	Position of assisting vessel.
ECHO	Course of assisting vessel.
FOXTROT	Speed of assisting vessel.
GOLF	Name and telegraphic address of owner, charterer, and any French consignee.
INDIA	Destination.
JULIETT	Date, time UT (GMT), and position of casualty.
KILO	Name, nationality, and call sign of casualty.
LIMA	Course of casualty or destination, if known.
MIKE	Speed of casualty, if known.
NOVEMBER	Radio watch maintained.
QUEBEC	Cargo of casualty, if known.
ROMEO	Damage to casualty.
TANGO	Any other information.

Vessels should report any developments by means of a SURNAV-AVARIES message. A continuous listening watch should be maintained on VHF channel 16. The vessel should respond to any instructions received by the CMAG.

(BA NP 286(5)) 21/02

Page 73—Lines 2 to 7/R; read:

Indian Naval Communication Centers (COMCEN) Mumbai (Bombay) (VTF) and Vizag (Vishakhapatnam) (VTO). On establishing contact, vessels are requested to forward their working frequencies.

Reports sent through Mumbai (Bombay) Radio (VWB) and Chennai (Madras) Radio (VWM) are chargeable at present but are likely to be

(BA NP 281(1)) 21/02

Page 73—Line 13/R; read:

will be broadcast daily at 1400 UT(GMT) by Mumbai (Bombay) Naval

(BA NP 281(1)) 21/02

Page 147—Line 12/L; insert after:

Ship Reporting System

The South African Ship Reporting System (SAFREP) has been established to identify and monitor the positions and movements of vessels participating in the system within the SAFREP area. All vessels operating within the SAFREP area are welcome to participate in the system, although emphasis is placed on trading vessels of over 100 grt. Vessels

INDIA—PORT STORM SIGNALS—GENERAL SYSTEM

No.	Day	Night	Remarks
I			**Cautionary.**—There is a region of squally weather in which a storm may be forming. This signal is shown at ports so situated with reference to the disturbed weather that a ship leaving the port might run into danger during its voyage.
II			**Warning.**—A storm has formed. This signal is shown when there is no immediate danger of the port itself being affected, but ships leaving the port might run into the storm. But if, in addition to distant warnings (I and II), there is risk of the port experiencing bad weather, then the appropriate local signals (III to XI) are shown. In general, if the weather situation warrents two or three signals, then the highest-numbered signal is shown.
III			**Cautionary.**—The port is threatened by squally weather (i.e., winds over 20 knots accompanied by rain).
IV			**Warning.**—The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution. The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those ports which the storm could possibly strike are warned by this signal.
V			**Danger.**—The port will experience severe weather from a cyclone expected to move keeping the port to the left of its track.
VI			**Danger.**—The port will experience severe weather from a cyclone expected to move keeping the port to the right of its track.

INDIA—PORT STORM SIGNALS—GENERAL SYSTEM

No.	Day	Night	Remarks
VII			**Danger.**—The port will experience severe weather from a cyclone expected to move over or close to the port. The signal is also used when a storm is expected to skirt the coast without actually crossing it.
VIII			**Great danger.**— The port will experience severe weather from a severe cyclone expected to move keeping the port to the left of its track.
IX			**Great danger.**— The port will experience severe weather from a severe cyclone expected to move keeping the port to the right of its track.
X			**Great danger.**— The port will experience severe weather from a severe cyclone expected to move over or close to the port. The signal is also used when a storm is expected to skirt the coast without actually crossing it.
XI			**Failure of communication.**— Communications with the Meteorological Warning Center have broken down and the local port officers consider that there is danger of bad weather.

Key to Color of Lights: RED  WHITE 

within the SAFREP area are requested to provide regular position reports. This information, which is used to maintain a computer plot of the vessel's last position and to calculate future DR's, is used to:

1. Limit the search area for a rescue at sea.
2. Provide accurate information on shipping resources in the area, in the event of a marine casualty.

The SAFREP area is bound by lines joining the following coordinates:

a. 17˚15'S, 11˚45'E. (The mouth of the Cunene River—on the W coast of Africa at the Angola/Namibia border)
b. 17˚15'S, 10˚00'W.
c. The coast of Antarctica at longitude 10˚00'W.
d. The coast of Antarctica at longitude 75˚00'E.
e. 50˚00'S, 75˚00'E.
f. 50˚00'S, 45˚00'E.
g. 30˚00'S, 45˚00'E.
h. 30˚00'S, 40˚00'E.
i. 26˚50'S, 40˚00'E.
j. 26˚50'S, 32˚54'E. (Ponta do Ouro—on the E coast of Africa at the South Africa/Mozambique border)

SAFREP operating principles.—The SAFREP system operates under the assumption that vessels transiting the SAFREP area will send, at a minimum, the following three basic reports to MRCC Cape Town:

1. When entering the SAFREP area.
2. When departing the SAFREP area.
3. When crossing 20˚E longitude S of Cape Agulhas.

Vessels wishing to report more frequently are encouraged to do so by submitting a Position Report (SAFREP PR), as this will increase the accuracy of the SAFREP computer plot.

Vessels should be aware that the SAFREP system is a passive reporting system. Should further SAFREP reports not be received from a vessel, SAR actions will not automatically be initiated.

Coastal vessels and vessels arriving at and departing from South African and Namibian ports will make Arrival Reports (SAFREP AR) and Departure Reports (SAFREP DPR) to the SAFREPCC at MRCC Cape Town. Ports of South Africa are considered to lie outside the SAFREP area; when a vessel enters any of these ports, it is considered to have departed from the SAFREP area.

Message requirements.—Vessels participating in the SAFREP system are requested to send the reports listed below in Types of Reports. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP PR). A report should be sent at least once every 2 days, especially when significant course and/or speed changes are made, in order to update the SAFREP computer plot and ensure a quicker response in the event of a maritime emergency.

Types of Reports.—The requested reports for vessels participating in the SAFREP system are, as follows:

1. **Sailing Plan (SAFREP SP)—**Sent to the SAFREPCC for any vessel entering the SAFREP area from a port outside South Africa or Namibia.
2. **Position Report (SAFREP PR)—**Sent when crossing 20˚E longitude S of Cape Agulhas or when the master considers it necessary for updating the SAFREP computer plot.
3. **Final Report (SAFREP FR)—**Sent when leaving the SAFREP area bound for a port outside South Africa or Namibia.
4. **Arrival Report (SAFREP AR)—**Sent within 3 hours of a vessel arriving at a port in the SAFREP area.
5. **Departure Report (SAFREP DRP)—**Sent within 3 hours of a vessel departing from a port in the SAFREP area.
6. **Deviation Report (SAFREP DR)—**Sent when the vessel's position varies significantly from the position that would have been predicted from previous reports or as decided upon by the master.
7. The following reports are also sent in the event of a maritime incident:
   a. **Maritime Pollutants Report (SAFREP MP)—**Sent in the event of a pollution incident.
   b. **Dangerous Goods Report (SAFREP DG)—**Sent in the event of the loss of dangerous cargo.
   c. **Harmful Substance Report (SAFREP HS)—**Sent in the event of the discharge of a harmful substance.

Message Formats.—All reports should be sent in the standard reporting coded format. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP SP). All dates and times entered in SAFREP reports are to be in Universal Coordinated Time (UTC). Message formats are given in the accompanying table.

The forward slash (/) should be used to separate each element of the component; the double forward slash (//) should be used at the end of each component. This facilitates the automatic entry of this information into the SAFREP computer database. An example is:

SAFREP PR A/EXAMPLE/XXXX/12345678//B/ ... etc.

Reports should only include those components as listed in the SAFREP Message Formats table. For reports submitted by telex or INMARSAT-C, all typing should be done in uppercase.

SAFREP Message Formats										
Identifier	**Content**	**SP**	**PR**	**FR**	**AR**	**DPR**	**DR**	**DG**	**HS**	**MP**
A/	Name/call sign/MMSI number/flag//—(for flag, use as defined in Lloyd's publications)	X	X	X	X	X	X	X	X	X
B/	Time (UT (GMT))//—(date and time of report 6 digits, day of month 2 digits, and hour and minutes 4 digits)	X	X	X	X	X	X	X	X	X
C/	Lat/Long//—(latitude is 4 digit group in degrees and minutes with N or S; longitude is 4 digit group in degrees and minutes E)	X	X	X	X		X	X	X	X
E/	Course//—(true heading is a 3-digit group)	X	X	X		X[1]	X		X	
F/	Speed//—(knots and tenths of knots e.g. 155=15.5)	X	X	X		X[1]	X		X	
G/	Port of departure//—(name of last port of call)	X								
H/	Time/Position of entry into the SAFREP area//—(time as expressed in B; position as expressed in C)	X				X				
I/	Destination/ETA//—(port and ETA as expressed in B)	X	X	X		X	X			
K/	Time/point of exit from SAFREP area//—(time as in B expressed; position as expressed in C)			X		X[1]	X[2]			
M/	Radio communications//—(state full name of stations and frequencies guarded)	X				X[3]		X	X	X
N/	Time of next report//—(as expressed in B)					X[3]				
O/	Draft//—(in meters and centimeters expressed as 4 digits)	X			X	X[1]				
P/	Pollution details//—(as described in the Key below)							X[6]	X[7]	X[6]
Q/	Defects or damage//—(brief details of any defects, damage, or other limitations)							X[5]	X[8]	X[8]
R/	Dangerous cargo lost overboard//—(as described in the Key below)							X[4]	X[9]	X[4]
S/	Weather//—(sea state {1-9}, wind speed (in knots), wind direction {N/NE/E/SE/S/SW/W/NW}, and visibility {good/moderate/poor})	X	X	X				X	X	X
T/	Vessel's agent//—(name and particulars)	X						X	X[10]	X[10]
U/	Vessel size/type//—(vessel's grt and type)	X						X	X	X
V/	Medical personnel//—(doctor, physician's assistant, nurse, or NIL)	X				X				

SAFREP Message Formats										
Iden-tifier	**Content**	**SP**	**PR**	**FR**	**AR**	**DPR**	**DR**	**DG**	**HS**	**MP**
W/	Persons//—(State number of persons on board)	X				X				
X/	Remarks//—(Any other useful information)	X				X	X	X	X[11]	X[11]

Key	
X	Required information.
X[1]	When sailing from a port in the SAFREP area, this information is not required for coastal vessels but is required from vessels departing from a port outside South Africa or Namibia.
X[2]	This information is not required for coastal vessels.
X[3]	Coastal vessels sailing in the SAFREP area for the first time should include this information.
X[4]	**DG—**This information is required if the condition of the vessel is such that there is danger additional losses of packaged dangerous cargo into the sea. **MP—**This information is required in the event of probable discharge. The following details should be included: 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. Information not immediately available should be sent in a supplementary message or messages.
X[5]	The following details should be included: 1 Type of oil or the correct technical name(s) of the noxious liquid substance on board. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 Quantity.
X[6]	This information is required if the condition of the vessel is such that there is danger of additional losses of packaged dangerous cargo into the sea. Information not immediately available should be sent in a supplementary message or messages.
X[7]	The following details should be included: 1 Condition of the vessel. 2 Ability to transfer cargo/ballast/fuel.
X[8]	The following details should be included: 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. 7 Whether lost cargo floated or sank. 8 Whether loss is continuing. 9 Cause of loss.

Key	
X[9]	The following details should be included: 1 Type of oil or the correct technical name(s) of the noxious liquid discharges into the sea. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 An estimate of the quantity of the substances. 6 Whether lost substances floated or sank. 7 Whether loss is continuing. 8 Cause of loss. 9 Estimate of the movement of the discharge or lost substances, giving current position, if known. 10 Estimate of the surface area of the spill, if possible.
X[10]	Name, address, telex number, and telephone number of the vessel's owner and representative (charterer, manager, or operator of the vessel or their agent).
X[11]	The following details should be included: 1 Action being taken with regard to the discharge and the movement of the vessel. 2 Assistance or salvage efforts which have been requested or which have been provided by others. 3 The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned. After the transmission of the information referred to in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate should be reported in a supplementary message as soon as possible. That information should include items P, Q, R, S, and X. The master of any vessel engaged in or requested to engage in an operation to render assistance or undertake salvage, should report as far as practicable, using the standard reporting format, the following items: • **HS—**Items A, B, C, E, F, M, P, Q, R, S, T, U, and X. • **MP—**Items A, B, C, M, P, Q, R, S, T, U, and X. The master should also keep the coastal state informed of any developments.

(BA NP 286(1)) 21/02